

OUR SAFETY IS

Homegrown

SACRAMENTO

#VisionZeroSac

Vision Zero Update

Summer 2023

City of
SACRAMENTO

Department of Public Works
Transportation Division

Introduction

WHAT IS VISION ZERO?

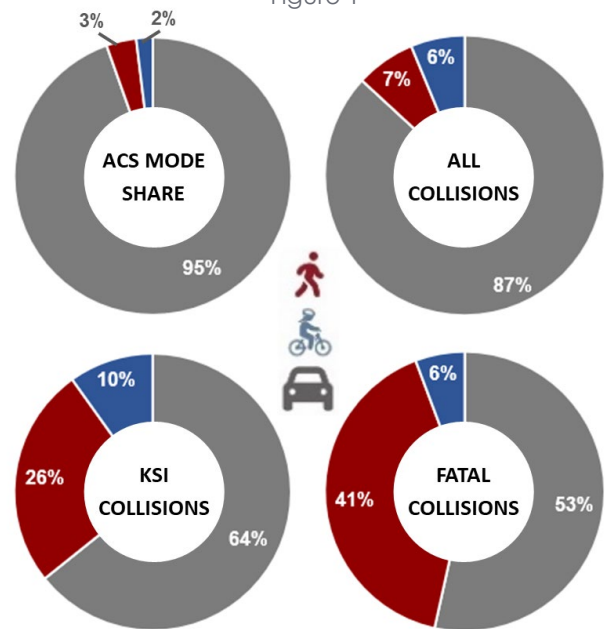
Vision Zero is a traffic safety philosophy that rejects the notion that traffic crashes are simply “accidents,” but instead preventable incidents that can and must be systematically addressed. Through Vision Zero, the City of Sacramento and its partners are committed to working together to create safer streets.

WHY VISION ZERO?

According to the Fatality Analysis Reporting System (FARS) and the Transportation Injury Mapping System (TIMS), an average of over five people are killed or seriously injured every week on roads in Sacramento. Between 2017 and 2021, collisions in which a person was killed or seriously injured in Sacramento increased by over 50%, increasing over 36% from 2020 to 2021 alone.

People walking and biking within Sacramento are at the greatest risk of fatal or severe injury from collisions compared to those in vehicles. Figure 1 illustrates this disproportionate burden, where walking and biking make up approximately one of every eight ACS (American Community Survey) mode share trips but one of every three fatal and severe injury collisions and nearly one of every two fatal collisions.

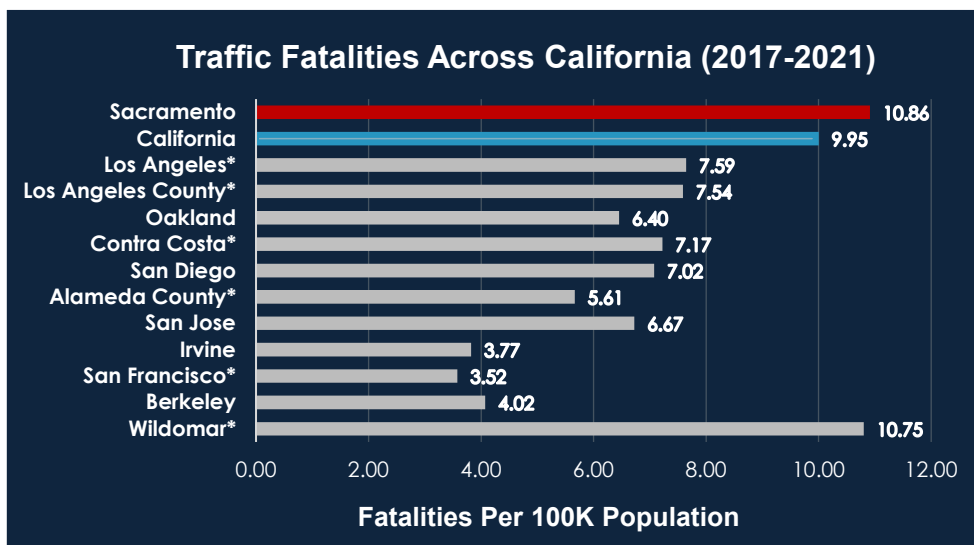
Figure 1

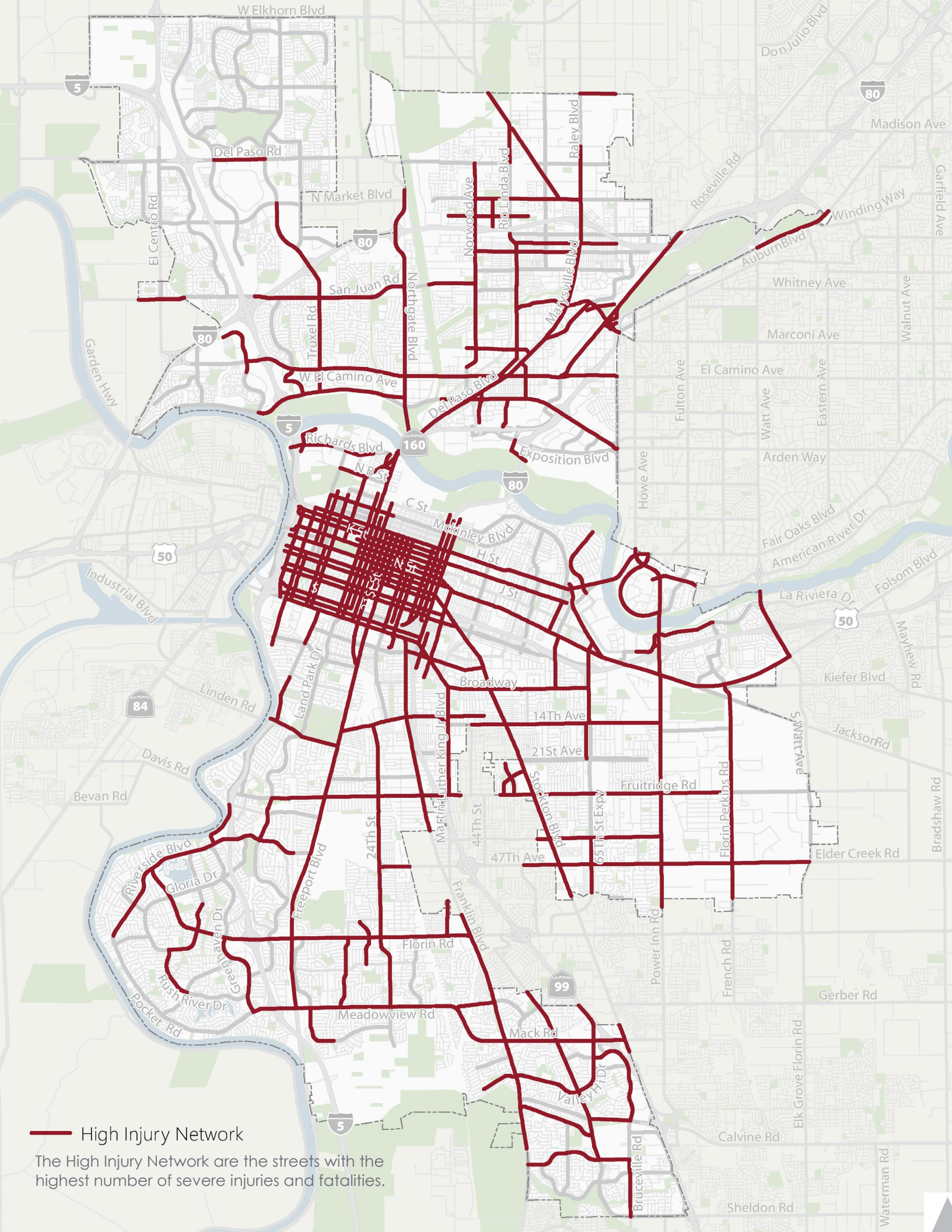


Sacramento has one of the highest rates of traffic fatalities per capita compared to other jurisdictions in California as shown in Figure 2. Improving roadway safety is an urgent priority for the City.

This report highlights the progress the City has made towards achieving its Vision Zero goals.

Figure 2





— High Injury Network

The High Injury Network are the streets with the highest number of severe injuries and fatalities.

Vision Zero Progress Update Summer 2023

OVERVIEW

On January 19, 2017, City Council adopted a resolution adopting the following goal:

The City of Sacramento will work collaboratively in a data-driven effort to eliminate traffic fatalities and serious injuries by 2027.

In 2018, City Council adopted the Vision Zero Action Plan identifying those roads with the highest number of injuries and fatalities as “high injury network.” It also includes over 40 actions to address transportation safety.

The vast majority of funding for transportation improvements comes from competitive grants such as the [Highway Safety Improvement Program](#) (not just for highways), State and regional Active Transportation Programs, and the [SACOG Regional Funding programs](#). These competitive grant programs are typically available every 2-3 years. While this process is not quick, the City has made significant progress on Vision Zero.

PROGRESS UPDATE

The City of Sacramento has:

- A. Launched “Our Safety is Homegrown” campaign in Summer 2018, an educational campaign with messages to walk, bike, and drive safely.
- B. Reduced school speed zones to 15 miles per hour in areas around 115 schools in Sacramento, affecting 225 streets (2019).



C. Worked with communities to develop plans for first Top 5 priority corridors that include:

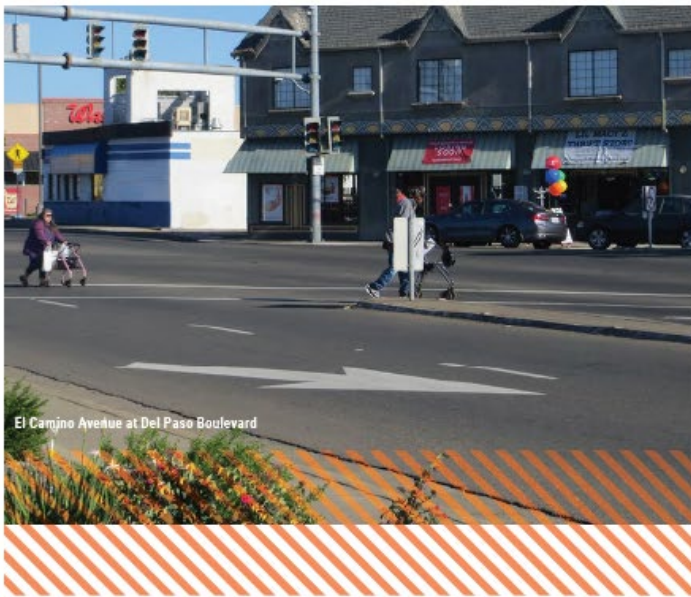
1. Marysville Boulevard: North Avenue to Arcade Boulevard
2. El Camino Avenue: Del Paso Boulevard to the paved levee trail adjacent to Steelhead Creek
3. Broadway / Stockton Boulevard: Martin Luther King Jr. Boulevard to 13th Avenue
4. South Stockton Boulevard: McMahon Drive to Patterson Way
5. Florin Road: 24th Street to Munson Way

Introduction

This report presents recommended roadway safety projects for the five one-mile roadway segments with the highest numbers of fatal and serious crashes involving pedestrians, bikes, and motor vehicles in the City of Sacramento. These corridors are:

- **Broadway/Stockton Boulevard:** Martin Luther King Jr. Boulevard to Stockton Boulevard and Broadway to 13th Avenue
- **El Camino Avenue:** Del Paso Boulevard to Steelhead Creek trail crossing
- **Florin Road:** 24th Street to Munson Way
- **Marysville Boulevard:** North Avenue to Arcade Boulevard
- **Stockton Boulevard (South):** McMahon Drive to Patterson Way

Each corridor has its own chapter documenting key features along the corridor such as neighborhood demographics, destinations, and travel statistics, as well as its crash analysis and proposed countermeasures, including their cost and effect on travel.



Top 5 Corridors



D. Secured funding for final design and implementation of the following Top 5 corridors:

1. Florin Rd – 24th Street to Munson Way
2. Broadway – Martin Luther King Jr. Blvd to Stockton Blvd

- E. Constructed quick build safety improvements on Vision Zero Top 5 Corridor: Broadway between Martin Luther King Jr. Blvd and Stockton Blvd. This is an initial phase of the Broadway Vision Zero project.



Quick build safety improvements on Vision Zero Top 5 Corridor Broadway

- F. Applied to the federal [Safe Streets and Roads for All grant program](#) for Marysville Blvd Vision Zero Top 5 corridor (expected announcement December 2023).
- G. [Developed plans for Northgate Blvd](#) (a Top 10 corridor).
- H. [Developed plans for Freeport Blvd](#) (a HIN corridor).
- I. Crosswalk safety improvements at:

- | | |
|---|--|
| 1. 15th St at Capitol Ave | 15. J St at 35th St |
| 2. 15th St at O St | 16. La Riviera Dr at Lido Cir |
| 3. 15th St at R St | 17. La Riviera Dr at Mediterranean Wy |
| 4. 16th St at O St | 18. La Riviera Dr at Moorbrook Wy |
| 5. 16th St at R St | 19. La Riviera Dr at Waterglen Cir € |
| 6. 43rd Ave at Woodshire Wy | 20. Marysville Blvd at Main Ave |
| 7. Broadway at 36th St/4th Av | 21. Pocket Rd at Nasca Wy |
| 8. Broadway at 38th St | 22. Rush River Dr at Pocket Canal Pkwy |
| 9. Center Pkwy at Hollybrook Dr | 23. San Juan Rd at Bandon Wy |
| 10. Del Paso Blvd at Amer. River Bike Trail | 24. Sutterville Rd at East Rd |
| 11. Del Paso Blvd at Helena Ave | 25. Valley Hi Dr at Kentwal Dr |
| 12. Florin Rd at Shoal Ct | 26. X St at 22nd St |
| 13. Grand Ave at Altos Ave | 27. X St at 23rd St |
| 14. Havenside Dr at Las Positas Cir | |

- J. Constructed safety lane reduction and walking improvements on Del Paso Blvd between Marysville Blvd and Arcade Blvd near Hagginwood Elementary.

- K. Secured funding from the HSIP (Highway Safety Improvement Programs) intersection improvements including:

- 1. Florin Road Signal Improvements
- 2. Mast Arm Signal Improvements
- 3. Pedestrian Countdown Signals
- 4. Traffic and Pedestrian Signals



- L. Secured funding from the HSIP (Highway Safety Improvement Programs) for spot safety improvements at:

- 1. Alhambra Blvd at X Street
- 2. Duckhorn Drive from Arena Boulevard to Far Niente Way
- 3. Folsom Blvd at Seville Way
- 4. Intersection of Lampasas Boulevard and Rio Linda Avenue
- 5. Raley Blvd at Santa Ana Ave
- 6. Valley Hi Drive/La Mancha Way between Creek Centre Court and Wyndham Drive
- 7. Various segments along Florin Road
- 8. W St at 8th St

- M. Secured SACOG funding for new signals and crossings at:

- 1. 16th St at D St
- 2. 24th St at 24th St Bypass
- 3. Franklin Blvd at 36th Ave
- 4. Freeport Blvd at Kitchner Rd
- 5. Fruitridge Rd at 60th St
- 6. Munroe St at Latham Dr
- 7. Rio Linda Blvd at Harris Ave
- 8. Rio Linda Blvd at Roanoke Ave
- 9. Stockton Blvd at 11th Ave

- N. Secured CDBG funding and constructed intersection safety improvements at:

- 1. Lemon Hill at Wilkinson St (rapid rectangular flashing beacon)
- 2. Elder Creek at Logan St (signal)

- O. Updated the [City's Pedestrian Crossing Guidelines](#)


- 1. Pedestrian Crossing Guidelines updated 2021
- 2. Pedestrian Crossing Guidelines Treatment Applications Guide updated 2021

- P. Installed one tactical demonstration- pilot project engineering countermeasure project in a neighborhood-serving commercial area that then became a permanent improvement (34th/2nd/Broadway) and are working on a second pilot.



Tactical demonstration and pilot project at 34th/2nd/Broadway in Oak Park

- Q. Enhanced advanced markings and signage at over 40 existing crossing locations citywide, 22 within the central city grid.
- R. Established quarterly Vision Zero collaboration meetings with Public Works and the Police Department.
- S. Continue to install low-cost quick build safety improvements on the high injury network, including new road markings, signs, and minor signal modifications.
- T. Continue to install low-cost quick build walking and bicycling safety improvements related to turning vehicles.
- U. Continue to install and improve existing pedestrian crossing treatments on the High Injury Network.
- V. Approved Yellow Reflective Border Traffic Signal Head Assembly Back Plate Directive for new and current signal projects, and assigned priority for existing signals with high rear-end, broadside, bicycle and pedestrian related crashes (as funding allows).
- W. Initiated an update to the City's Traffic Signal Timing Manual to improve safety for all modes of travel.
- X. Initiated an amendment to the City's Street Design Standards to reflect complete streets and designs reflective of crash reduction factors. This effort will begin community engagement in early 2024.

A photograph of a street intersection. In the foreground, a group of children with backpacks are crossing the street. A crossing guard in a yellow vest is holding a red stop sign. The background shows a building, trees, and a blue truck. A semi-transparent text box is overlaid on the upper part of the image.

The City of Sacramento recognizes that safety of human life is our highest priority, and that traffic deaths and serious injuries are preventable, a public health issue, and must be addressed.

STOP